

HAMILTON COUNTY BOARD OF COMMISSIONERS  
MAY 30, 2008

The Hamilton County Board of Commissioners met on Friday, May 30, 2008 at 7:30 a.m. at the Hamilton County Highway Department, 1700 S. 10<sup>th</sup> Street, Noblesville, Indiana. President Altman called the meeting to order and declared a quorum present of Commissioner Christine Altman, Commissioner Steven C. Dillinger. Commissioner Steven A. Holt was absent.

**Community Corrections Project**

Mr. John Barbee presented information on the electrical work that needs to be added to the Community Correction project. Barbee stated for Option #3 the estimated costs would be \$208,000 on the conventional emergency power method and Option #2 (electronic panels) the latest proposal is \$298,000. Barbee stated he believes the cost will come down (\$20,000 to \$30,000) on both of these proposals when final engineering is completed. We need time to bring back the final number and negotiate with Gaylor.

Mr. Joe Mrak stated on Option #3 the impact on the square footage; there are seven (7) electrical rooms in the building, of the seven electrical rooms Option #3 only impacts two (2) of those seven rooms. On the first floor 54 square feet have to be added to one room. On the second floor a data room and electrical room will be swapped and add 24 square feet to the electrical room. This room backs up to a storage room and they will lose two linear feet of shelving in the storage room. On the first floor the room is adjacent to a classroom and the function of that room should not be impacted. Altman asked Mrak if the impact is minimal on square footage? Mrak stated yes. Mr. Ralph Watson agreed. Altman asked Watson if he has a preference between the two systems? Watson stated the options of making the rooms smaller would be a less expensive option; the minimal impact on square footage would be the option to use. As far as operational, he would have to defer to John (Barbee) who has more knowledge in that area. Dillinger asked Mrak if the mistake had not been made which of the systems would we be using? Mrak stated in the past we have used the programmable breakers (Option #2) in many of their facilities. If the generator would have powered the entire facility this separate set of distribution panels would have not been necessary so we would have kept conventional panels, which we designed to. This is what is in Option #3, adding a third system of conventional panels in lieu of the programmable. Barbee stated during the design phase Scott (Warner) would have chosen a system he was familiar with, which would match similar systems used within the county, which would be Option #3. Mrak stated with Option #3 anything that is on the emergency system has two (2) electrical feeds going to it so when the power is turned off to a piece of equipment both services will have to be turned off. From a safety point we need to have training and signage on this equipment to make sure both services have been turned off. Altman asked how many dollars are associated with retrofit or labor? Barbee stated he does not have a detailed proposal yet to break it down, that will take several weeks. Altman stated they would look to you for that, if it would have been bid out and designed we would not be here. Is there a significant advantage on Option #1 verses Option #3? Mrak stated there is not an advantage to make up the difference in the costs. Dillinger motioned to use Option #3. Altman seconded. Motion carried unanimously. Barbee stated RQAW will finish the engineering and it will be forwarded to the contractor as quickly as possible.

**Highway Business [7:47]**

**146<sup>th</sup> Street and Herriman Boulevard**

Mr. Brad Davis stated First Group Engineering performed a Traffic Impact Study on 146<sup>th</sup> Street and Herriman Boulevard. Mr. Dennis Cobb stated they performed a traffic count and watched the intersection multiple times and they found right turners coming out of Herriman Boulevard onto 146<sup>th</sup> Street were able to make their maneuvers easily. The signal on Allisonville Road and the signal on SR 37 create a gap about every two minutes. If there are no left turners from 146<sup>th</sup> to Herriman then the left turners can get out onto 146<sup>th</sup> Street. If there are one or two left turners off of 146<sup>th</sup> Street they take up that gap. Dillinger asked if the right turn on red on SR 37 were stopped, would that help? Cobb stated yes. The traffic from Harrison Parkway can not be controlled. In addition eastbound traffic stacks up to this intersection from SR 37. Cobb stated a traffic signal at the intersection is warranted and is a relatively low cost to install and it assigns right of way and it would allow an opportunity for traffic from Herriman Boulevard to get out. A roundabout at that location would have the issue that in five to ten years traffic would back up into the roundabout. Cobb stated they looked at moving the roundabout one intersection to the west; this would take care of the stacking problem. A closed median would be installed at Herriman and you would have right turn in and right turn out only. The problem is left turning traffic from the west trying to turn into Herriman can not do it. The same thing would happen for the new development on the south. This would have a huge impact on that neighborhood; seven homes would have to be taken out. Another option is a new intersection north of 146<sup>th</sup> Street for a right in, right out on SR 37. This would help the left turning traffic on Herriman, the problem is that it is limited access and INDOT's policy to obtain a new access point they need to see an improvement to their traffic. It is doubtful INDOT would approve the access point. Altman asked if there is any value in talking with the commercial user that adjoins the railroad for an access road through their parking lot to Herriman for left turn in to? Cobb stated that would help. Altman stated we could work with INDOT for a no right turn on Red on SR 37 as an interim solution. We have to figure out an ultimate solution. Cobb stated no matter what you do traffic will continue to grow on 146<sup>th</sup> Street and it will continue to stack further and further back. Davis stated they are looking at problems in a seven to ten year range. Altman stated we need a near term solution and a long term solution. Cobb stated if you increase your thru lane count significantly that would help. Altman asked if there is a way to reconfigure access from that subdivision to pull the roundabouts to the cul-de-sacs? The Nickel Plate will probably be the alignment for the first transit area. Davis stated we will have to think about accommodating the transit stop at 146<sup>th</sup> Street. Cobb stated there are other fixes but they would cost hundreds of millions of dollars. Cobb stated there is no good solution. Right in, right out on SR 37 was discussed. Dillinger thinks this is the most logical solution and we would shut off left turn from Herriman to 146<sup>th</sup> Street. Cobb stated the only disadvantage would be northbound traffic coming off of Herriman, which would be the commercial traffic because they can not go north on Greenfield. Mr. Jim Neal stated the development on the southwest corner will be impacted. The driveway has been cut but the county has not given a permit to cut into any 146<sup>th</sup> Street pavement. They are combining their drive with the truck entrance into Metro Plastics into one drive. Cobb stated they are predicting they will have as much left turn traffic as the north side of 146<sup>th</sup>. Dillinger asked if the right in, right out was on SR 37 and signalize Herriman? Cobb stated it would lessen the left turns onto Herriman to go east. Dillinger stated it would allow commercial trucks to go out. Cobb stated you will still have a signal warrant because there is as much volume coming from the new development on the south as from the north. Neal stated if we put a signal in it will not make Herriman operate a whole lot better because of the phase length to match up with SR 37. The only thing it will do is to let people on Herriman know that eventually they will get out onto 146<sup>th</sup> Street. When 146<sup>th</sup> Street was reconstructed we moved

HAMILTON COUNTY BOARD OF COMMISSIONERS  
MAY 30, 2008

Herriman as far west as we could go without buying the warehouse. Mr. Joel Thurman stated it is a no win situation; the restricted truck movement through the Wellingtons hurts, they have no other options. Dillinger asked what if we request Noblesville to lift the restriction? Altman asked what is the truck volume? Cobb estimated in the hours between 7:00 a.m. to 5:00 p.m. there are approximately 130 trucks. During peak hours (10:00 a.m. to 3:00 p.m.) there are 17 to 20 trucks. There would still be the same problem on the south side of 146<sup>th</sup> Street. Altman asked if we can control that access to force Noblesville and Fishers to do something to the south of that parcel? Neal stated the south side corner is Noblesville jurisdiction, the rest is Fishers. Dillinger wants to discuss this with Mayor Ditslear and his engineering staff. Dillinger asked if the road will go thru to 141<sup>st</sup> Street? Neal stated there is no plan to exit to the south. If the lumber company would redevelop there is a possibility to tie into one of two streets that tie into 141<sup>st</sup> Street. Dillinger asked if that was a more logical solution? Neal stated it could help. Davis stated we can make it right in, right out only from the south. Cobb stated if you made it right in, right out on the north side as well then go back to INDOT and ask if we do this it would eliminate a traffic signal but we need a right in, right out on SR 37 to do this. Neal stated currently there is left turn access to the south side, if we eliminate that access, access is now compensable. Altman stated we need to do it now. Dillinger will meet with Mayor Ditslear. First Group Engineering will draw up the options and meet with INDOT.

**146<sup>th</sup> Street and Gray Road [8:36]**

Altman has been contacted by a realtor concerning road cuts for the proposed development at 146<sup>th</sup> Street and Gray Road (southeast corner). Altman asked for confirmation that the county is requiring frontage roads on any undeveloped land along 146<sup>th</sup> Street. The county is not considering road cuts and will not consider changing any residential drive to anything other than a residential drive. Dillinger stated he thought that is what we are doing. Neal stated the highway department needs a resolution that the county will not entertain conversion of residential drives to commercial cuts. Dillinger so moved. Altman seconded. Motion carried unanimously.

**Consultant Selection for Various Bridge and Road Projects**

Dillinger motioned to approve the first recommendation for consultants on various bridge and road projects. Altman seconded. Motion carried unanimously.

- Monon Greenway over 146<sup>th</sup> Street – United Consulting
- 106<sup>th</sup> Street/Shelborne Road Intersection Improvement – Corradino
- Olio Road Corridor Study – Beam, Longest, and Neff
- 146<sup>th</sup> Street Corridor Study – First Group Engineering

**146<sup>th</sup> Street West**

Dillinger asked why the design work has not started on 146<sup>th</sup> Street West? Neal stated we have not decided the final footprint. Davis stated we are getting the plans with the roundabout options completed. Thurman stated they are meeting with the planning jurisdictions to get on the thoroughfare plan before we start with design. Altman asked if we have enough information for their thoroughfare plans? Thurman stated yes. Altman recommended telling the jurisdictions that they are holding up the progress and they need to put this in their thoroughfare plan. The Commissioners can send a letter requesting action if needed.

**2009 COIT Request**

Davis requested concurrence on the Draft 2009 COIT funding request. Contractual is covered by COIT; in-house paving is covered by Local Road & Street (LR&S) and partially by COIT; Chip & Seal is covered by Motor Vehicle Highway (MVH) and LR&S. Altman stated we need to have every fund balanced and meet with Mike Reuter and Dawn Coverdale before the budget is presented to the Council. Altman asked that separate spreadsheets be done for COIT, LR&S, and MVH. New projects are design work for Olio Road from 141<sup>st</sup> Street to SR 38 and 216<sup>th</sup> Street – Hague Road to SR 19. The road will be widened to 12 foot lanes, improving the shoulders and improving the drains. The 106<sup>th</sup> (Zionsville project) has been around forever. Neal stated he does not think the county has ever committed to participating financially on this project. We have said Zionsville can work within the county right of way. Altman stated she thinks this is a TIF area. Neal will check on it. The Commissioners concurred with the list as presented.

**2008 Part Time Help Work Hours**

Davis requested approval to allow the summer part time highway department staff to work in excess of 30 hours in one week. Dillinger motioned to approve. Altman seconded. Motion carried unanimously.

Dillinger motioned to adjourn. Altman seconded. Motion carried unanimously.

**Present**

Christine Altman, Commissioner  
Steven C. Dillinger, Commissioner  
Bradley Davis, Highway Director  
Jim Neal, Highway Engineer  
Joel Thurman, Project Engineer  
Fred Swift, Administrative Assistant to Commissioners  
Kim Rauch, Administrative Assistant to Auditor  
John Barbee, Envoy, Inc.  
Larry Dawson, Envoy, Inc.  
Joe Mrak, RQAW  
Dennis Cobb, First Group Engineering  
Randy Willing, First Group Engineering  
Ralph Watson, Community Corrections

APPROVED  
HAMILTON COUNTY BOARD OF COMMISSIONERS

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ATTEST

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Robin M. Mills, Auditor